## NEW-YORK, FRIDAY, FEBRUARY 1, 1878.

WRECK OF THE METROPOLIS. NEARLY TWO HUNDRED LIVES LOST.

THE STEAMER ASHORE TWENTY MILES NORTH OF KITTY HAWK - 50 OUT OF 248 PASSENGERS REACH THE SHORE-ASSISTANCE FROM NOR-

The steamer Metropolis, which left Philadelphia last Tuesday for Para, Brazil, with 500 tons of material for the Madeira Mamore Railroad, went ashore late yesterday afternoon, during a violent northeast gale, on Currituck Beach, North Carolina, about twenty miles north of Kitty Hawk. She carried 248 passengers (mostly laborers for the new railway), fifty of whom reached the shore. It is believed that the other passengers are lost. Admiral Trenchard has been ordered to send and from Norfolk, from whence two steamers have already

STRANDED NEAR KITTY HAWK.

ANNOUNCEMENT OF THE DISASTER-248 PERSONS ON BOARD, 50 OF WHOM REACH THE SHORE. WASHINGTON, Jan. 31 .- The Signal Service observer at Kitty Hawk, N. C., reported to the Chief Signal Officer, at 6:50 p.m. this evening, as follows: The steamship Metropolis stranded on Currituck Beach, three miles north of the Currituck Lichthouse, and is a total loss. There were 248 passengers on board of whom fifty swam ashore. No assistance from Life-

The Chief Signal Officer has ordered one of the operators at Kitty Hawk Station to go at once on horseback to the scene of the wreck, open a telegraph station there, and forward all information as rapidly as it can be obtained. The wreck lies about twanty miles north of Kitty Hawk Station. The Metropolis left Philadelphia on the 29th inst. for

The messenger who brought the news of the wreck of the Metropolis to the operator at Kitty Hawk did not visit the wreck, but, as far as can be ascertained at present, it appears that there are persons still on board the steamer.

Full particulars will be obtained as soon as the operator reaches the scene of the wreck, whither he started at 7 p. m. He should reach there by mid-

The Secretary of the Navy has directed Admiral Trenchard, in command at Norfolk, to send a steam launch through the Albermarle and Chesapeake

Canal to the scene of the wreck. The Signal Service sergeant at Norfolk reports that the steamer Croatian and the coast-wrecking steamer Rescue have started for the wreck.

WRECKED IN A VIOLENT GALE.

TWENTY-FOUR HOURS IN A SOUTHEAST GALE-NEAR-

LY TWO HUNDRED LIVES SUPPOSED TO BE LOST -GREAT CONFUSION ON BOARD THE STEAMER. NORFOLK, Va., Jan. 31 .- At 6:30 o'clock this evening the steamship Metropolis, from Philadelphia for

Para, Brazil, went ashore on Currituck Beach, three miles south of the lighthouse, during the prevalence Great confusion prevailed on board. Owing to

the fury of the gale and the roaring of the surf, the orders of the officers could not be heard. About fifty of the passengers and crew were washed ashore; about 200 are believed to be lost. From the statements of some of the sailors who arrived at one of the signal stations, it appears that the vessel had encountered heavy gales from the sontheast for the last twenty-four hours, and when she struck she was heading about south-southeast. The vessel awang broadside to the surf, which made a clean breach over her and washed many of the people overboard into the sea.

The Signal Office in Washington has ordered an operator to the scene of the wreck, soon as a telegraphic connection is made full particulars will be sent by the agent of the Associated Press, who has gone to the scene, on the tug Croatan, by way of the Albemarle

The report that no assistance had been sent

The Secretary of the Navy has ordered assistance to be sent from the Navy Yard to the scene, but this is impracticable, as there is no Government vessel available here capable of doing the service. The revenve entter, Colfax, Captain Irish, is here, and no doubt will sail in the morning, if the gale will permit, for the scene of the disaster.

Currituck Beach, on the northeastern coast of North Carolina, lies on the eastern side of Curri-tuck Sound, which joins Albemarle Sound just Ohio, the velocity of the wind was reported to be forty above the Kitty Hawk Signal Station. The Currituck Light House is about twentyfour miles north of Kitty Hawk, eight miles below which the United States steamer Huron and nearly 100 lives were lost last November. The coast from Cape Henry to Cape Hatteras is a dangerous In 1866 alone there were two vessels wrecked between Kitty Hawk Station and Currituck Light Heuse. On March 1 of that year the Nuova Ottavia, an Italian bark, bound from Italy to Baltimore, went ashore twenty miles above Kitty Hawk, and about four miles below the Currituck lost, and all the members of Life-Saving Station No. 4 were lost while attempting to board the wreck. A month later the schooner Henry G. Fey, from Jamaica for New York, ran ashore midway be-tween Kitty Hawk and the other wreck. The crew was saved but the vessel was an utter loss.

## SCENES BEFORE SAILING.

SOREOWFUL PARTINGS BETWEEN PASSENGERS AND RELATIVES LAST MONDAY-215, PASSENGERS ON

BOARD-THE VESSEL'S CARGO. PHILADELPHIA, Jan. 31.-The steamship Metropolis, Captain Ankers, was the second vessel dispatched from Philadelphia with material for the Madeira and Mamore Rallway, in Brazil. The vessel cleared last Monday, and sailed on Tuesday, with 215 passengers, 500 tons of rails and machinery, and 200 tons of stores, all in the charge of Mr. Paul J. White, late chief engineer of the Lehigh Navigation Company, and Mr. James T. Moore, also an engineer of reputation and experience. The passingers were principally laborers and foremen engaged work on the railroad. Mr. Thomas Collins's wife and little boy were also on board. On Monday the long wharf of the Reading railroad at Willow-st., at which the steamer was anchored, was filled with a large number of people-men, women and children-who had gathered there to give a long and sad good-by to the husbands, fathers, brothers and friends who were about to bury themselves, as they then thought, for at least eighteen months in the forests of the Upper Ama-zon. The scenes were such as the quays of Queenstown and Londonderry witnessed half a century ago, when the sons of the Green lale bade tender and tearful fare-wells to their friends and relatives as they embarked for

wells to their friends and relatives as they embarked for America.

The incidents as the passengers embarked were frequently exceedingly pathetic. One fine-looking woman, the wife of one of the foremen, after a dozen passionate farevells, finally clong to her husband with such intense sorrow that the latter was compelled to remain on the warf. A stalwart trishman clasped to remain on the warf. A stalwart trishman clasped to remain on the warf. A stalwart trishman clasped to remain on the warf, and begied, with tears in his eyes, for permission to take him along. "You won't part us" the father entreated. "It is impossible for you to take the boy," replied Mr. Collins. "Then I can't go! I won't go." said the lather. The little fellow knew of the stern want that was driving his father away to a distant land to carn the bread so hard to earn here, and the futu c man welled up in him as he said, in spite of the sorrow of the parting: "Pop, go, and I'll stay with Uncle Jimhe'll take care of me," and the father, now by far the weaker of the two, sailed away.

PHILADELPHIA, Jan. 31.-Attention was called by THE TRIBUNE some time ago to the departure of the steamship Mercedita from this port for Brazil, to be used in the construction of the Madeira and Mamore Railway in Brazil, the contractors for which are Messrs.

T. & P. Collins, of this city. The Mercedita also took out 150 laborers, and a corps of fifty-six engineers, in charge of C. M. Bird, together with Mr. Phillip Collins, of the contracting firm. This vessel was last heard from on the 17th of this month, when she touched at Barbaprotracted and stormy voyage. The Mercedita was expected to arrive at Para early this week, after which it would require ten days or so to steam up the Amazon and Madeira Rivers to the Rapids, at which point the raff-

The contract for the building of the new Madeira and Mannore railroad, which is to run from a point just below the rapids of the Madeira River in Brazil, to the point of navigation on the Mannore Rever abranch of the Madeira, fixes the price of construction at \$29,500 per mile of road completed up to the full testimated) length of 180 miles. Upon any length of road beyond this, only \$26,000 per mile is to be paid. About \$3,600,000 of the payment money is aircady in the hands of the Bank of England, and the remaining \$2,000,000 is to be taken out in guaranteed debenture bonds of the Brazilian Government. The Philadelphia and Reading Railroad are to supply all the rails and other from materials necessary. It will at once be seen that when this railroad is completed, the rich products of Bolivia will be shipped down the Mannore to the new railroad, thence by rail to the Madeira, and so down the Amazon to the sea. Belivia is one of the most undisturbed and at the same time richest of the South American States in both mineral wealth and agricultural products. Its internal trade in 1868 reached 15,000,000 pounds, and in 1872, exports amounting to over 3,750,000 pounds were carried on mule and Hanna back across the Andes into Chill and to the Pacific Coast. It is generally regarded as a mest fortunate thing that the contract has been awarded to Americans, thus placing it in the power of the United States to reap the first profits of the rich Bolivian trade, and if advisable to reader the commercial relations of the two countries permanent.

### A WILD WINTER STORM.

FIERCE WIND AND DRIFTING SNOW. TRAVEL IMPEDED ON ALL THE STREET CAR LINES-STORM-BOUND STEAMERS LYING AT THEIR DOCKS -ACCIDENTS IN THE CITY.

A violent snow storm began at dawn yesterday, and after midnight snow was still falling, and the wind was blowing furiously. Travel was delayed on the street cars, and nearly all the steamers that were expected to sail yesterday had to remain at their docks. The rivers were very high, and some damage was done along the docks. Two schooners went ashore on City Island, and a bark was stranded at Ocean Grove, N. J. The storia is of wide extent, and railroad and telegraphic communication is impeded.

A DAY OF DISCOMFORT IN THE STREETS-HEAVY WORK ON THE STREET RAILEOADS-DISASTEES ON THE RIVERS-LODGERS AT THE STATION

This city was visited yesterday by the first old-fashloned snow storm of the season, accompanied by a gale of unusual severity. During the early morning hours the wind, which had been blowing steadily from the northeast, increased in velocity, and about 6:45 a. m. the air was suddenly filled with snowflakes. They were not allowed to be where they fell, but were caught up by the wind and borne along in blinding clouds. The wind freshened to a gale and the snow fell thicker and faster, until at 8 a. m., the streets and housetops presented a very wintry appearance. Servants were out early sweeping the sidewalks, but their efforts seemed fruitless, so quickly did the wind spread a new covering of show over the clean swept stones. Pedestrians, the majority muffled in ulsters, hurried along the streets. Some carried umbrellas, but, after a few struggles with the wind at the street corners, they carried them under their

The officers of the Signal Service Bureau in the Equita ble Building received a telegram from Washington, about 11 a. m. yesterday, announcing that a northeast storm, of unusual severity, was anticipated along the North Atlantic Coast. At that hour the wind was already blowing a gale, and the air was filled with snowflakes. During the early morning hours the wind had been steadily increasing in velocity, until, at 4:30 a. m., the weather gauge showed the rate to be 28 miles an hour. The danger-signal had been hoisted several hours before. Enow began to fall at 6:45 a. m., and continued to increase. Before noon the wind was blowing at the rate of forty-five miles an hour, and, at 3 p. m., the velocity had increased to fifty-four miles an hour. The storm was marked by a steady increase of moisture in the air, the hours. The mercury rose 3º during the day. Bulletins from Washington showed that the centre of dis The report that no assistance had been sent to the steamer from the life saving stations in the viginity, is another evidence of the necessity of having practical and efficient men for such dangerous service.

from Washington shower that the Center of turbance had originated in the Eastern Gulf states and was moving northward at a rapid rate Heavy rains prevailed on Wednesday throughout Florida, Alabama, Georgia, and Louislana. At Norfolk, Va., yesterday morning over an inch of rain At Norfolk, Va., yesterday morning over an inch of rain and the control of the control o also reported at Knoxville, Tenn.; Vicksburg, Miss., and Montgomery, Ala., and snow with high winds as far south as Louisville, Ky. At Albany and Buffalo there were heavy snow storms during the day, with wind blowing somewhat less than a gale. At Boston the wind blew a gale of forty-three miles an hour, and there wa also a heavy fall of snow. Chicago and Philadelphia had miles an hour, with cloudy weather.

miles an nour, with county weather.

During the afternoon the snow changed to sleet in this
city. The wind lessened somewhat and veered to the northward. It continued to blow in strong gusts which at times were so sudden and so violent as to force per-sons from the sidewalks, and almost carry them off their feet. The cutting sleet stung the flesh like nettles. On every side were to be witnessed grotesque scenes, as the struggling multitude fought its way along the street. Near the Post Office several adventurous market-women were span around in a wild waltz by the folic-some wind. At sundown the velocity of the ind had decreased materially, and at 8 p. m. the wind blew from the northwest, showing that the storm-centre had passed to the en-tward of the city. the sidewalks in many places were covered with sites, ankle-deep, while mothers the smooth stones were rendered dangerous to pedestrians by a thin coating of ice. The street-cars and stages were soon crowded to their utmost capacity. In Falton-st, the one-horse capacit the blockerst, line were filled so full finat they could not be drawn up the hill, and the passengers were chirect to get out and plot after them until they had reached level ground. Travet on all the lines soon had reached level ground. Travet on all the lines soon had reached level ground. Travet on all the lines soon had reached level ground. Travet on all the lines soon had reached level ground. the sidewalks in many places were covered with slush, the Biceckerst, has sy could not be drawn up the hill, and has provided the hill, and has provided the hill and the provided the provided that they did not receive men a state that they did not receive men as a state of the accommodated.

At the Delanesy Street Station ten men and state that they did not receive men as a state of men were accommodated.

At the Delanesy Street Station access men and made sate that they did not receive men and state that they did not receive them as a state of men were accommodated.

At the Church Street Station access men and fire were state that they did not receive men and the motion of the car, capill not be kept shuf. The smooth of the car, capill not be kept shuf. The smooth of the car, capill not be kept shuf. The smooth of the car and the line shower, making it at the car and the line shower, making it at the car and the lines double teams and sweepers were put on. The left line and the lines decrease were much impeded by the snow, which could not be cleared by plows. Gauge of sweepers, however, kept the cleared by plows. Gauge of sweepers, however, kept the cleared by plows. Gauge of sweepers, however, kept the cleared by plows. Gauge of sweepers, however, kept the cleared by plows. Gauge of sweepers, however, kept the cleared by plows. Gauge of sweepers, however, kept the cleared by plows. Gauge of sweepers, however, kept the cleared by plows. Gauge of sweepers, however, kept the cleared by plows. Gauge of sweepers, however, kept the cleared by plows. Gauge of sweepers, however, kept the clear and place of the starm. Mails from Boston were delayed in the mails from Boston were delayed in the afternoon mearly an hour, a were shall the afternoon mearly an hour, a were shall from Boston were delayed in the afternoon mearly an hour, a were shall from Boston were delayed in the afternoon mearly an hour, a were shall from Boston were delayed in the afternoon mearly an hour, and were stard that the afternoon mearly an hour, and were stard that the foltone of the place with the mails from Boston were delayed in the following of the starm with the start the start of the starm with the starm with the start the start of the starm with the start with the start the start of the start with the star

ing. In order to prevent any possible danger to the cables he dispatched a number of men to go out on the wires and lash the strands of each cable together. To work on the foot-bridge in calm weather, is thought little of by the workmen, but such an occupation yesterday was considered hazardous. The men selected, however, were scafaring men, who had performed many difficult feats before. A number of these men left the Brooklyn anchorage, with their swings, and began to walk up the footpath, the state of which were covered with ice and snow. A stop was made at intervals of about fifty feet when the men went on the cables and lashed the strands together. When the middle of the river was reached the task became more difficult and the men could be seen sitting in their frail swings climzing firely to the great pieces of wire. It required about two hours active work to properly secure the strands.

ON THE RIVERS.

pilots found it necessary to be cautious, as the storm was so blinding that it was difficult to see more than two the shipping. Eight steamers which were advertised to not leave their piers, but will depart early this morning. The passengers were not anxious to sail and cheerfully returned to their hotels, or staid on board. The following are the names of the steamers which will leave this morning if the storm should break away : The Baltic, for Liverpool ; Manz, for Rotterdam ; Wieland, for Hamburg: State of Indiana, for Glasgow: Saratoga, for Havana; Atlas, for Kingston; Acapulco.

The telegraph operators at Sandy Hook, reported the weather off the coast similar to a fog, accompanied with one of the heaviest northwest gales ever exbar either way. The Coast Wreeking Company re-ceived dispatches that the steamship Eiphinstone, Newcastle, from Liverpool for Philadelphia, also that the brig Etta M. Tucker, of Portland, Me., with 4,000 bags of coffee, consigned to Busk & Jevons, of this The receipt of this news created some alaria for the safety of vessels now due, and sen-faring men werefree in
expressing their belief that many wreeks
would occur. The following European steamers were due in port yesterday: State of
Georgia, from Glasgow; Wisconsin and Allyssinia, from
Liverpool; Bohvia, from Glasgow; France, from
Liverpool; Bohvia, from Glasgow; France, from
Liver Large fleids of ice were enried down both rivers yesterday by the tides, and ferryboats found difficulty in avoiding them. The sea ran high in the bay,
and vessels lying at anchor were obliged to use all of
their anchors to keep from being driven ashore. Turboats piled to and fro on both rivers, ready to lend as-

culty in avoiding them. The sea ran high in the bay, and vessels lying at anchor were obliged to use all of their mehors to keep from being driven ashore. Turboats phed to and fro on both rivers, ready to lend assistance if needed.

The rivers rose to a height last night that assortshed the veterans along the river front. After 6 p. m. the water began to rise rapidly, and in two hours the fide had washed ever many of the piers and docks. Said an old seafaring man. "The tide was two feet higher than it was ever before in my recollection." Great difficulty was experienced in landing boats at the Grand Street Ferry, the tide carrying the boats far above the landing. At times the gang planks improvised for vehicles were almost horizontal, and the animals had to be led off and on the boats. At all the ferries only half the usual number of boats were run, and few passengers were landed on the New-York side, the travel setting principally to Brooklyn and Williamsburg. No reports of serious injury to the shipping had been received at the poice stations up to midnight. The South Ferry ran very irregularly. The Staten Island boat, that leaves the city at 6 o'clock, remained until 9:30, and did not return. The New-Brighton boat did not start on its last trip from New-York at 6:30.

The damage along the North River was signit vesterday, as the wind blew from the shore. The steamer Chanotalm, from Charleston, due yes terday at boon, was not heard from at half-past cleven o'clock last evening. The ferry-boats did not beam the time, their trips. Several trains of the Pennsylvania Railroad were reported behind time. The Washington limited, due at 5:15 o'clock, came in one hour behind time. The crie train from Baffalo at 7:55 arrived at 8:30. The connections with the Jersey Central were not regular, the Lehigh train, due at 10:55, had not come in at 11:15 o'clock. Most of the damage was done on West-st., where the tide rose above the level of the street about 8 o'clock, and poured into the cellars, the mather yesterday. The sch

chors out.
Two sloops, the Maria and the Romana, are ashere on
City Island. The sea has been higher than it has been
for years, so that piots could not board vessels.
ACCIDENTS AND INCIDENTS.

Although the day was filled with mirthprovoking mishaps, very few serious accidents occurred. At one time, during the afternoon,

John Best, a driver, of No. 341 Sixth-st., yesterday fell

from his truck in West-st., and fractured his skull.
Henry leroy, of Alexandria, Va., fell from the rear
platform of a Third Avenue car yesterday, and broke his

g. Edward Oliver, age forty-eight, a homeless man, went in the stable belonging to Jesse Columbus, No. 161

ic coupley of Celimbus.
Edward Mulyaney, a laborer, of No. 170 East SeyEdward Mulyaney, a laborer, of No. 170 East Seyinterfisel, was thrown by the wind against a carriage
t Broadway and Park-place, and sustained serious indigas on the bend and face. He was taken to Chambers fies on the head Bar day.

Street Hospital.

Alexander M. Proudfit, age fifty-six, of No. 121 East.

Alexander M. Proudfit, age fifty-six, of No. 121 East. Eighteenth sa., fell at Broadway and Bareley st., yester-day afternoon, and injured his left hip. He was taken home.

The severity of the weather was felt at the who came were accommodated.

At the Oak Street Station about fifty persons were

provided with lodgings, nearly twice as many as the g neral average.

At the Madron Street Station fifteen lodgers were ac-

## WASHINGTON.

A HALT IN THE SILVER DEBATE. AD OURNMENT OF THE SENATE UNTIL MONDAY-AN

ATTACK ON THE ARMY-ECONOMY IN THE SUR-GEON-GENERAL'S OFFICE-THE SOUTHERN PA-

The Senate, yesterday, on motion of Mr. Bayard, postponed further consideration of the Silver Bill until Monday next; Messrs. Morgan and Booth offered amendments. The day in the House was passed in debate on the Military Academy Appropriation Bill, two sections of which propose new legislation that will call forth strong opposition. James H. Storrs and C. C. Huntington appeared before the House Committee on Pacific Railroads, on behalf of the Southern Pacific. Correspondence between Messrs. Chardler and Burke still continues.

THE WEST POINT ACADEMY. AN APPROPRIATION BILL REPORTED IN THE HOUSE -NEW AND OBJECTIONABLE LEGISLATION PRO-

BY TELEGRAPH TO THE TRIBUNE.

Washington, Jan 31 .- The House has at last be gun work on the regular appropriation bills with the prospect, as Mr. Charles Foster, a member of the committee, says, of not completing them until bate on the Military Academy Bill, and before the adjournment the Committee on Appropriations must have discovered-what every one who watched the debate with any care became convinced ofthat the peculiar provisions which they had embodied in the second and third section of the bill will certainly be rejected by the House. Both of these sections propose new legislation of a character that never ought to be engrafted on appropriation bills, and over which the Committee on Appropriations really has no jurisdiction. The second section provides that no civilian shall be appointed to a second-lieutenantcy in the Army until there are sufficient assignments for all the young men who are annually graduated from West Point. It has often been said that the United States Army is the most aristocratic in the world; that promotions from the ranks are less frequent than in any European army, and that the whole spirit and all the traditions of the United States Army are opposed to giving the common soldier any encouragement by way of premotion beyond the rank of subaltern. Under existing law the President may, under certain circumstances, appoint second-lieutenants from civil life or from the rank and file of the Army; but if the second section of the Military Academy Bill as reported from the Appropriations Committee, should be adopted, this

right even would be taken away.

The object of the third section is to reduce the number of eadets at West Point. It provides that whenever the name of a cadet is dropped from the death or physical disability, no other appointment until the end of the term for which he was appointed. It is estimated that about 38 per cent of the young men who enter the Military Academy at West Point fail to graduate for other reasons than death or physical disability, and the effect of this section, should it become a law, would, therefore, be to reduce the number of cadets in that propertion. The discussion to-day showed the Republicans to be almost unanimously opposed to this provision, and it was also resisted by members of the Military Committee, and other leading Democrats, prominent among whom was Mr. Clarksen N. Potter, of New York. The Committee on Apprepriations has already been defeated during the present Congress in its attempt to reduce the Army below the standard of 25,000 men, and it will certainly be beaten in its present attempt to amend the law relating to appointments in the Army, and to the Mihitary Academy.

DAMOGREPHICAL STATES AND A STA shall be made for the district which he represented

## DEMOCRATIC ECONOMY.

INJURIOUS DEFECTS OF INSUFFICIENT APPROPRI-ATIONS FOR THE SURGEON GENERAL'S OFFICE-

IBY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, Jan. 31 .- Congress is likely to have no rest until it makes provision for an adequate clerical force in the office of the Surgeon-General, to keep up with the current work referred to it by the l'ension Office. About a year ago the business that new cases sent there could not be reached and acted upon for about six months. Now the office is sixteen months in arrears. In other words, the force of this office was so much reduced by the Democrats of the XLIVth Congress, that it has not only been impossible to catch up, but the work has been going further and further behindhand every month, and will continue to do so until the policy of the Democrats is changed. Applicants for pensions now have to wait eighteen or twenty months before their cases are passed upon. In a year from now they will have to wait two years, or Surgeon General's office consisted of one chaef clerk Gelerks of class four, 4 clerks of class three, 8 clerks of class two, and 115 clerks of class one, naking in all 134 clerks. Thus force was found insufficient, and, while the Committee on Appropriations at the next session generally reduced expenditures, they gave to the Surgeon-General 10 additional clerks, making his force 144. Thus the matter stood when the XLIVth Congress assembled. Then the clerical force in the Surgeon-General's office was at once reduced from 144 to 112, and there it has been ever since. Thus reduction of 22 per cent—made against the protest of the Surgeon-General and of every one interested in the prompt adjudication of pension cases—is the cause and the sole cause of the delays now complained of.

Mr. Whit, of Connecticut, introduced a resolution in the House, directing the Committee on Pensions to inquire and report what additional clerical force is needed in order that applications for pensions may be ended expeditiously attended to two and a half years. In 1875 the clerical force of the

## THE RETURNING BOARD TRIALS. APPLICATION TO JUSTICE BRADLEY FOR AN ORDER

OF STAY OF PROCEEDINGS IN THE STATE

WASHINGTON, Jan. 31.-J. H. Demerest, a member of the Lower House of the Louisiana Legislature, and cashier of the New-Orleans Post Office, has arrived in Washington bringing, it is said, some important papers. One set of these papers consists of a petition to Mr. Justice Bradley, of the United States Supreme Court, the presiding judge of the circuit in which Louisiana is situated, asking for a writ of prohibition, the object of which is to step proceedings in the State Court in New-Orleans against the members of the Returning Board until the Circuit Court shall have had an until the Circuit Court shall have had an opportunity to pass on the petition of the defendants for a transfer of their case to the Circuit Court of the United States. This petition is said to be based upon the laws of the State of Louisiana, which requires that when a proper basis is laid, and a petition is filed in a State Court asking the transfer of a case to the United States Court, it is the duty of the Judge of the former tribunal before proceeding further to transmit the papers to the United States Court for it to pass upon them. This course was not pursued by Judge Whittaker; but he rendered a decision himself upon the motion in behalf of the members of the Returning Board overruling it, and proceeded at once with the trial. overruling it, and proceeded at once with the trial.
All the papers in the case have been placed in Judge
Bradley's hands, and he now has the matter under
consideration.

### THE DUTY ON LINEN. A PETITION FOR ITS REDUCTION FROM NEW-YORK IMPORTERS AND AND MERCHANTS. [BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 31 .- Mr. Chittenden and other New-York Representatives presented to the House to-day copies of a petition signed by about sixty New-York wholesale importers, and dealers in brown and bleached linens and other manufactures of flax jute and hemp. They represent that the duty on these goods is now from 35 to 40 per cent, according to value, and that these rates are burdensome upon commerce, and impose an unnecessary tax upon the people. They therefore ask that a reduction shall be made, and a uniform duty established. Among the reasons assigned for this request are the following:

First-None of this class of goods are manufactured in the United States, except a few of the coarsest fabries, and none can be produced here because. while we do produce the raw material, there is not sufficient moisture in the climate of the United States to make the growth and treatment of the material practicable.

Secondly-Large quantities of these goods are cut up and manufactured into shirts and other articles which are exported. If the duty should be reduced this manufacture and export would be greatly in-

this manufacture and export would be greatly in-creased, and the United States, in the opinion of the petitioners, would be able to supply the Cana-dian and other markets.

Thirdly—They ask for a reduction of the duties because they were accidentally increased 5 per cent in the revision of the statutes. Previous to the adoption of the Revised Statutes the rates of duty were 30 and 35 cents a yar. Congress did not in-tend to change the rates of duty by the codification of the laws, but actually did in this case. The peti-tioners think therefore that the laws ought at lease to be restored to what it was before the late revi-sion.

This petition was referred to the Committee on

THE SILVER LEAGUE FUND. THE MONEY BEING SPENT TO SOW THE COUNTRY

WITH TRACTS. (BY TELEGRAPH TO THE TRIBUNE.)

WASHINGTON, Jan. 31 .- The Silver League is hees's late speech in favor of the Silver Bill. The speech is printed as a broadside, with the headings of different newspapers, and is sent out by them as a supplement of their regular issue. Other documents are being mailed from Washington by the thousand daily and there is every indication that the \$500,-000 said to have been raised by the silver miners of the Pacific coast is being put "where it will do the most good."

THE CHANDLER-BURKE CORRESPONDENCE. A FURTHER INTERCHANGE OF COURTESIES. Washington, Jan. 31 .- Mr. Chandler furnishes the fellowing additional telegrams:

NEW-ORLEANS, Jan. 30. W. E. CHANDLER, Washington, D. C.

The statements in my telegram are true—can be es-ablished; and having admitted their application to yours if, it is evident that your past connection with Louisiana affairs has been such as to justify me in declining any further correspondence with you on that sub-

Molor E. A. Sunke, New-Orleans, Piease make public immediately all proc's of your charges against me, with the memorandum you have of the Wormley's Hotel conferences. W. E. CHANDLER.

CURRENT TOPICS AT THE CAPITAL. Washington, Thursday, Jan. 31, 1878. THE NORTHERN PACIFIC RAHLEGAD.

The sub-committee of the House Committee on the Pacific Rallroad has agreed to report a bill extending the time for the construction of the Northern rolls of the Military Academy, except on account of Pacific Railroad. It provides that the lands granted to the company shall remain open to settlement until they are earned by the completion of the line, and shall be subjected to taxation after they are earned as fast as

the silver discussion. While there are at least a dozen senators who latend to speak on the Bland bill, none of them were ready to proceed to-day, and Senator Bayard asked that the further discussion of the subject be postponed until Monday. Mr. Allison suggested that a vote might be taken at once upon the bill, and Mr. Oglesby apole for half an hour against further delay. When he concluded his speech, the Senate at once postponed the question and soon after adjourned, Washington McLean, of The Unclinati Engineer, has relegraphed to the Silver League, authorizing its treasurer to draw upon him for \$200 to be expended in circulating decuments, etc.

PROTECTING THE FRONTIER.

The Senate passed a bill to-day, called up by Mr. Maxey, appropriating \$200,000 for the erection of two forts to protect the Rio Grande border. It is suggested that the House should insert a provision requir-

WASHINGTON NOTES.

Washington, Thursday, Jan 31, 1878. The Naval Committee the day before yesterday voted to make an adverse report on the McKay and Secor claims for extra compensation for the building of fron clads. Colonel Robert is Ingersoil appeared before the committee to-day, and by dint of cloquence persuaded its members to recipien these cases, and allow him to make an argument in their favor.

Ex-Senator Simon Cameron arrived in Washington today and spent several hours visiting his friends on both floors of Senate and House of Representatives. The turn of the Massachusetts delegation has come. A gentleman of that State was indorsed by the entire A gentleman of that State was indersed by the entire Congressional delevation for a Conscitate. In addition he had a strong personal letter from Governor Rice to the President. After this centionan had been on the hooks for about five weeks, Mr. Peixoto, of California, was senseled. The gentleman who failed was also warmly singerted by other prominent members of Congress who have their personal attention to the case.

Daniel McKeever, a prominent New-York merchant, has applied to be heard by the Ways and Means Commistage in opposition to the proposed increase of duty on the heaviest styles of Italian cloths and dress goods to \$1 per pound, and proposes to show that this increase of 50 per cent will ruin that trade.

AIDING AMERICAN COMMERCE. HARRISBURG, Pean., Jan. 31.-In the Senate

to-day, the following concurrent resolution, offered by Mr. Cooper, of Delaware County, was passed unani-

HONORS TO THE MEMORY OF VICTOR EMANUEL

NEW-ORLEANS, Jan. 31.—In accordance with the announcement a requiem mass in commemoration of the death of King Victor Emanuel was celebrated this morning at the Cathedral. After the mass, the military corps, societies and invited guests repaired to Gruentwald Hall, where addresses were different in Italian, English and French by G. Roeckl, Judge spoiford and Dr. Al cod Mercler. Assolutions were adopted expressive of regret at the death of the King, and of regard for his virtues.

REWARD FOR A MISSING LEGISLATOR.

HARRISBURG, Penn., Jan. 31 .- A reward of \$500 is offered for the arrest of O. F. Bullard, a member County, who had been remanded by the House to the screent-at-Arms to be taken to the Delaware County Prison for trial on a charge of embezzlag the funds of a building association. Bullard escaped from the custody of the Sergeant-at-Arms, and no clue can be obtained as to his whereabouts.

NEW-JERSEY STATE BOARD OF EDUCATION. TRENTON, N. J., Jan. 31 .- At the annual secting of the State Board of Education, the following

onace 'were elected:

President—Gov gner McClellan.

Vice-President—Wm. A. Whitehead.

Secretary—Elic A. Appar.

Freuitire Count dites—Charles E. Elmer, Henry C. Kelsey, Robert F. St. Con. Wm. A. Whitehead, and John MacLean. S. W. Thurber was appointed superintendent for Morris County.

TELEGRAPHIC NOTES.

JACKSONVILLE, Fla., Jan. 31.-The Standing Committee of the Diocese of Florian consents to the consecration of Dr. Eccleson, and refuses consent to that of Dr. Seymour.

BOSTON, Jan. 31.—The will of the late Benjamin

MIDDLETOWN, N.Y., Jan. 31.-Orange County 6 per

# ENGLAND DELIBERATING.

PRICE FOUR CENTS.

RUSSSIA ASSAILED IN PARLIAMENT. THE GRAND DUKE NICHOLAS AT ADRIANOPLE-AUS-

TRIA DESIRES A EUROPEAN CONFERENCE. In the debate on the supplementary credit and vote of confidence in the British House of Commons yesterday, speeches were made by Mr. Forster, Sir Wilfrid Lawson and Mr Bright, censuring the conduct of the Government. Mr. Cross replied for the Ministry expressing deep distrust of Russia. An anti-Russian demonstration took place in London yesterday. Austria is apparently on good terms with Russia. Count Andrassy is about to propose that a European Congress shall be summoned to consider questions of common interest, concerning Turkey. The Grand Duke Nicholas has entered Adrianople. His troops continue to occupy important positions in the surrounding districts.

THE GREAT BRITISH DEBATE. FORCIBLE SPEECH OF MR. FORSTER-EXPLANATIONS

FROM LORD DERBY. LONDON, Thursday, Jan. 31, 1878.

The Rouse of Commons was very crowded in all parts this afternoon, by persons anxious to listen to the debate on the Government's motion for a supplementary vote, many peers and foreign representatives being present.

Sir Stafford Northcote, Chancellor of the Exchequer, in the course of replies, said that the Government will not object to furnish the House the correspondence respecting the Gladstone Negropontis incident; and that at the latest advices no armistice had been signed. The Russians are still advancing southward, but the Government is ignorant as to what point they have reached. Mr. Bourke said that he had learned that the telegraph line between Constantinople and Gallipoli is cut.

Mr. Forster rose at 5 o'clock, amid the cheers of the Opposition, to move his amendment to the vote of credit, declaring that the House sees no reason for adding to the peoples' burdens by voting additional supplies. He said that he would not have brought forward the amendment were he not convinced of its absolute necessity. The vote demanded by the Government was unprecedented. If it was the duty of the House to vote money when wanted, it was the duty of the Government to say what it was wanted for. The only information the House had was that the Government intended to the House had was that the Government intended to floarish the vote in the face of the forthcoming Congress on the Eastern question. The interpretation given to the motion was that the Government thought the peace conditions were unsatisfactory. He could find nothing in them calling for a suspicious attitude on the part of Great Britainnothing endangering British interests. If Russia desired to take advantage of her victories to alter existing treaties concerning the Dardanelles, that wish was only natural; but Prince Gortschakoff had said he regarded this as a matter not to be settled waid he regarded this as a matter not to be settled by Russia. Mr. Forster then arraigned the recent foreign policy of the Government, and declared that they were not entitled to this vote as a vote of con-fidence, and did not need it for any interest of the

Mr. Forster spoke an hour and a half.

THE GOVERNMENT'S DEFENCE.
Mr. Cross, the Home Secretary, said Mr. Forster's speech was intended to create the feeling that there was a war party in the Government, which desired the credit in order to apply it to war like purposes. This imputation he distinctly denied. He also declined to admit that the vote was intended as a general vote of confidence. All the Government asked was that the money should be granted which might be necessary, and that it be given in the full confidence that it would be used if absolutely necessary. The Government be used if absolutely necessary. The Government had never swerved from the policy of Lord Derby's dispatch of the 6th of May. He characterized the speeches made against the Government outside of the House as lying speeches. [Cheers from the Manisterial benches.] He commented on the delay in making known the terms of peace and the coincident rapid advance of the Russian forces, and pointed out that the delay was not caused by the Turks, but by the Russians. He asked where was the strategic reason for the Russian advance on Constantinople, when the bases of peace were already accepted by Turkey. He taunted the Opposition (amid a storm of derisive shouts of "withdraw") of being friends of the Russians, and maintained that, seeing the Russians still advancing, the Government was bound to persevere in the vote. The Government mast exercise the right to be heard in the final settlement, and if it be heard at all, it must be backed by the estimate now submitted. The he backed by the estimate now submitted. The Government's only object was a substantial and lasting peace. He had not believed until he saw it that this amendment would be put, but he had no doubt it would be defeated by an overwhelming

doubt it would be defeated by an overwhelming majority.

Mr. Cross spoke an hour and twenty minutes. The House was very lively during both Mr. Forster's and Mr. Cross's speeches, and there were cheers and counter-cheers from either side of the House.

Sir Wilfrid Lawson (Liberal), opposed the vote, and contended that the proper course of the Government was to go to the country and get the opinion of the constituencies.

Mr. Bright (Liberal) lamented Sir Stafford

Northcote's tone in giving notice of a supplementary vote. He had spoken as though the freedom of the Christian provinces of Turkey was opposed to the interests of ces of Turkey was opposed to the interests of England. Mr. Bright hoped £6,000,000 would not be used to restrict that freedom. He thought the terms of peace contained nothing that should alarm the people, feed our discreditable jealousy of Rus-sia, or justify the Government in entoring a confer-ence with an attitude of menace. If the Govern-ment adhered to the old pulsey of cheristing enmity against Russia, they would bequeath a legacy of war to posterity, whereas they might bequeath a legacy of growing, lasting friendship with one of the great-est emptys.

est emptres.
The debate was adjourned until to-georrow.

THE BRITISH GOVERNMENT PERPLEXED. In the House of Lords this afternoon, Lord Derby, Foreign Secretary, in reply to a question, said he had no information concerning the armistice; he had just seen Count Schouvaloff, the Russian Ambassador, and he had none. He (Lord Derby) saw a confidential communication from Prince Gertschakoff to Count Schouvaloff, saying he was at a loss to explain the delay. Certainly Turkey was equally unaware of the cause. Lord Derby supposed that an explanation of this perplexing situation would

soon be forthcoming.

said he was not one of those who attached great importance to Armenia as involving British interests, but he doubted the prudence of holding language in this House which must be encouragement to the Russians to advance in that direction. He could not Russians to advance in that direction. He could not catertain the view that this war grew out of a local disturbance in Herzegovina and had not been planned before. The Government's first care would be to secare a settlement of prace with the concurrence of all the European powers, and when the terms of prace were known, they would receive the deepest and most carnest consideration of the Government, one of whose obvious duties it would be to secure, as far as pessible, equal justice to Mohammedans and Christians. As to whether, in view of the continued Russian advance, England still adheres to the conditions of Lord Derby's May dispatch, he said: "I can only say that the Government does entirely adhere to those conditions."

THE COMMOTION IN ENGLAND. AN ANTI-RUSSIAN DEMONSTRATION-THE PARLIA-MENTARY CONTEST.

London, Thursday, Jan. 31, 1878 It is reported that, at a Cabinet Council, yesterday, the party of action gained the ascendant and that an important ministerial statement will be made at an early stage of the pending debate, which will alter the aspect of the situation. If no news, or unsatisfactory news, touching an armistice be received before the division, the Government's majority will probably largely exceed 100. The signing of an armistice would reduce the majority and increase the vigor and bitter-ness of the Opposition attacks. There is some talk among the Radicals of opposing the money vote by el-